THE BURNSIDE EXPEDITION.

Terrible Storms on the North Carolina Coast.

THEIR EFFECT ON THE FLOTILLA

SEVERAL OF THE VESSELS WRECKED.

TERES LIVES LOST

Most of the Fleet and Soldiers Safe in Pamlico Sound.

Affairs Progressing Satisfactorily when the Special Messenger Left.

Comidence of the Troops in Gen. Burnside.

SKETCHES OF MEN AND VESSELS LOST.

General Burnside's Official Report.

Washington, Jan. 28, 1862.
A special messenger, with despatches from Gen. Burnside, reached Washington this morning. They are dated, "Beadquarters, Department of North Carolina, Hatteras Inlet, Jan. 26, 1862." The messenger left Hatteras on

We left our anchorage at Annapolis on Thursday, the 9th, and, after a protracted passage, owing to dense fogs, arrived at Fortress Monros on Friday night, at twelve in the morning, we proceeded at once to sea, but, owing to fogs on Sunday night, our progress was very slow. On Monday, the 13th, the weather cleared, with a heavy wind and a rough sea, which shiged to cut loose from the vessels they were towing. Most of them, however, passed over the bar, and anchored inside the harbor about twelve o'clock noon on the loth, just in time to escape the severe gale of Monday

ight and Tuesday.

The propeller New York ran on the bar at the the harbor, and, owing to the severe wee and want of small boats, we could render her no assist She was laden with stores, and was lost.

The General also says he had been led to believe that he would find experienced pilots at Hatteras, but had great difficulty in accomplishing his wish for want of proper accommodations. He adds that he would commence that day to build a wharf for landing supplies. The men were cheerful and patient, and he would proceed wish

New York, by which a boat was swamped, and the lives of en, of the Ninth New Jersey, his surgeon and a mate of the boat were lost.

After the arrival of the expedition at Hattieras, the itering expedition. Our boats gave chase and

The transports and vessels grounded will be got off by the aid of the tugboats. Only one, the New York, was lost, and no lives, the three above referred to excepted-

The Report of the Special Messenger from the Expedition. Washington, Jan. 28, 1862.

The following details in relation to the Burnside expe dition are furnished by Mr. Sheldon, the bearer of depatches from General Burnside to the War Department On Monday, the 13th of January, the leading vessels of the fleet anchored in Hatteras Inlet, but a gale from the northeast prevented the others from entering. They found a safe anchorage outside. Inside of the inlet the swiftness of the current and the limited space caused some collisions, although the steamers had two anchors

The screw steamer New York grounded on the outer bar while waiting for a pilot, and proved a total loss. sunk in shallow water. Her cargo was saved.

On the 14th the gale continued, making communication between the vessels almost inpossible. Colonel Allen and the surgeon of a New Jersey regiment were drowned by the upsetting of a surfboat.

On the 16th the gale increased; several of the steamers

went ashore on the outer bar, but was finally towed in. The 17th was foggy, but sufficiently calm to enable som

work to be done. A number of schooners and one others took the ground in their place. The 18th the fog was very dense. Three small steams

and a gunboat were basily employed in tugging at the larger vessels and in lightening their draft. The most

besch near loggerhead inlet Twenty-four horses saved out of ninety. The rest of the cargo, consisting princi-pally of forage, was lest. The borses were landed, and several vessels towed over the bulkhead.

ral vessels were taken successfully over the bulkhead Two ships were towed in from outside, and the Twentyfourth Massachusetts landed, with tents and camp equipage, to lighten the steamer Guide for her passage

On the 22d the Guide attempted to go over, assisted by two steamers; though only drawing seven feet eight nches, she struck. A violent northeast gale then put stop to all work. The storm continued, with heavy rain

On the 26th the wind moderated, and the Guide got safely over. Another large transport, the Northern mearly effected the passage, and will no doubt accomplish it. On the 26th-last Sunday-there were over the bulk schooners, furnishing transportation for one brigade lileven naval gunboats are over. Most of the schooners though five vessels have been lost, and one, or perhaps two disabled, no persons have perished, except Colonel Allen, the surgeon of the New Jersey regiment, and one other, and few stores have been destroyed, except in the case of the New

Nothing has occurred to interfere with the success of the and a current which runs five miles an hour, making communication difficult and dangerous. It is difficult to make anchors held in the loose sands of the bottom. The want of a landing place also causes a serious loss of which shift with every gale.

disease unusually few; only three from accident. The troops are cheerful and full of confidence in the General commanding, who is at work night and day. There can be little doubt that in a few days everything will be ready

FORTRESS MONROE, Jan. 27, 1862.
We have just received the first direct and official intel ligence of the arrival of the Burnside expedition at its

ger except Mr. Sheldon, the government messenger, for

The Eastern State left Hatteras Inlet last night (Sunday, Jan. 26), and arrived here late this aftern The recent storms were unusually severe at Hatterse,

and considerably delayed the expedition, but when the Fastern State left everything looked favorable.

The expedition sailed from Hampton Roads on the 11th and 12th of January, and consisted of over one hundred and twenty-five vessels of all classes. They arrived at Hatteras between the 12th and 17th instant, having been greatly retarded by the storms and adverse winds which prevailed during that time. prevailed during that time.

After their arrival at Hatteras they exp ries of storms of such severity that for two days in suc-cession, on more than one occasion, it was impossible to hold any communication between any two vessels of the

vessels drawing eight and a half feet of water being able to go go over the swash, or bers, as General Burnside had been informed, no vessel drawing over seven feet three inches could pass into Pamlico Sound. No vessel either could pass outside the bar drawing over thirteen feet of , unless very skilfully piloted, consequently the er New York, on the 13th inst., struck on the out

The New York was loaded with a cargo valued at two hundred thousand dollars, commisting of powder, rifics and bombs, and proved a total loss. The captain and crew, after bravely remaining in the rigging for forty

bours, were saved.

The gunboat Zouave dragged her anchors, had a hole stove in her bottom, and sunk. She is a total loss. Her crew and guns were saved.

The steamer Pocahonias went ashore on the 17th inst., near the lighthouse, and became a total wreck. Ninety valuable horses belonging to the Rhode Island battery were on board of her, and were nearly all drowned, inclinding several valued at five hundred dollars each. The Grapeshot, in tow of the New Brunswick, parted

per bawser and went down. The crew were saved An unknown schooner loaded with cats, and another schooner, name unknown, and six of her crew, were also lost on the beach.

The steamer Louisiana struck on the bar, where she still remains. The report of her having been burned is

entirely incorrect. She may get off.

The Eastern Queen and the Voltigeur are also asbore
The latter will probably get off.

The water vessels attached to the expedition had not
reached their destination when the Eastern State left, and had it not been for the condensers on board some of ferings must have occurred among the troops. As it was the water canks were composed of old whiskey

camphene and kerosene oil casks.

It is thought that the Union pilots of Hatters have proved traitors, having intentionally run several vessels

The current was running at the rate of five miles an hour, and the chop seas prevented General Burnside from answering any signals of distress or communicapear with Union down on a number of vessels, indicating want of water, coal and provisions, and then would be lost from view

Colonel Allen, of the Ninth New Jersey regiment, and his surgeon, Weller, with a boat's crew and the sec mate of the Anne E. Thompson, when they found that the groups needed water, manned a lifeboat in order to reach the General and obtain it. Unfortunately the boat swamped, and the Colenel, Surgeon and mate were drowned. The crew of the boat were saved.

The large transports with troops remained outside the bar until the arrival of the S. R. Spaulding from Port Royal on the 23d, when Captain Howes volunteered to bring them all inside. This was accomplished on Sun-day afternoon, the Eastern State passing the last of them as she left. Fair weather had sent in, and the schooner water, coal and provisions, and everything looked more

General Burnside left Fortress Monroe on the Picket but subsequently took possession of the Spaulding, which he will occupy as his flagship. She will also be used for

taking the remaining troops over the bar.

The only troops that have been landed are the Twenty, fourth Massachusetts regiment and the Rhode Island battery. Colonel Hawkins' regiment goes with the Burn. side expedition, and their place is to be filled by the Sixth New Hampshire regiment.

There has been no loss of life except what is above mentioned. Eleven deaths of soldiers have occurred since the fleet sailed.

rounding population in relation to the disposition and intentions of the enemy. Some who come in say that the rebels are completely frightened, and will not make a stand. Another report is, that large masses of troops will be concentrated in the vicinity; and still another story, confirmed by many, is that their exertions will be

The rebels keep a good look out on our movements with their gunboats. Two of them made their appearance immediately after the storm, but disappeared when

General Burnside has been indefatigable. Day and night he has been at his post, performing the duties of his whole stall of officers. He is confident of the ultimate success of the expedition, and has the respect of every man

In spite of all these adverse circumstances the General has succeeded in getting over the bar ene-half of his ves sels, including all the gunboats and seven thousand troops. Everything appeared to be in satisfactory condition when the Eastern State left on Sunday night, the 26th inst.

Sketches Col. Allen and Surgeon Weller. COL. J. W. ALLEN. Colonel Joseph Warren Allen was born in Bristol, Penn-

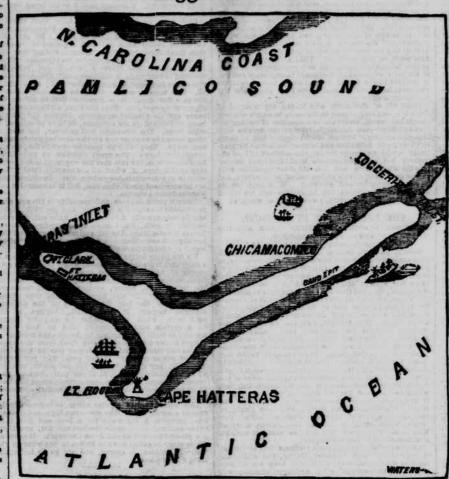
sylvania, in the memorable year of 1812. At the age of twelve years, having displayed a great taste for engi-neering, his parents, determined to gratify his ambition, early age of twenty be was employed as contractor on the Camden and Amboy Railroad. Having displayed the ability of much older contractors and civil engineers, he attracted the attention of the proprietors of the road, and was retained in their employ up to the time of his departure with the Burnside expedition. The Colonel also played a very conspicuous part in the construction of the Harper's Ferry and Cumberland Railroad, the Newark and Hoboken Railroad, the new Long Island Railroad, the Dundee Water Works, and the celebrated Stevens' Bat-tery. In 1854 he was elected to the State Senato of his native State by the old line whig party, where he gave such decided proof of his thorough statesmanship that he was re-elected for a second term. The Colonel was also on two occasions a very prominent candidate for Gover, nor of New Jersey. He was beloved by all who knew him for his urbane and polished deportment, his tho, rough honesty and benevolence. When his country benor Olden he accepted the position of Colonel of the Ninth New Jersey Volunteers, among whom he was almost an

Surgeon Frederick A. Wellor was born in Paterson, New Jersey, in the year 1817, and was the son of Benja, min Weller, proprietor of a hotel in Paterson, of great notoriety among travellers on the Philadelphia railroad He received a liberal education; and studied medicine with Dr. E. J. March, an eminent physician in Paterson, He enjoyed a very lucrative practice; but when the Ninth him to become their surgeon, which, like a true patriot he could not resist. He leaves a wife and three children His character as a physician not only fitted him for th responsible post he filled as surgeon of the Ninth, but

death of Colonel Joseph Warren Allen and Surgeon Weller reached Trenton yesterday afternoon, it cast a gloom over the entire place; in fact many could not be persuad ed that the talented and truly patriotic colonel and sur-geon, who so lately lefs them in the full bloom of man-hood, were no more; deprived of the opportunity they so ardently desired of aiding in the good work of putting down this unboy rebellion. Crowds were collected at the different corners, in the hotels and saloons discussing the probability of the news being false. At the railroad depot, on the arrival of the trains, large assemblages of citizens were also collected waiting for the latest news, and roady to pay almost any price for a paper. But at last the sad reality was too evident, and they left with the sorrowing expressions of "Poor Allen."

THE BURNSIDE EXPEDITION.

Map Showing Hatteras Inlet, Cape Hatteras and Loggerhead Inlet.



Poor Weller." Indeed, nothing has occurred for many

DESCRIPTION OF THE PRINCIPAL VESSELS LOST.

THEIR OFFICERS, ARMAMENT, THE TROOPS ON BOARD, ETC.

THE NEW YORK.

The transport New York was a large side-wheel steamer of nine hundred and ninety-five tons burthen. She belonged to Fastport, Maine, and formerly plied between Boston and St. John, New Brunswick. She was chartered by government to carry troops, and at the time of the accident she is supposed to have had on board the greater portion of the Twenty-fifth Massachusetts regi ment. The following is a detailed description of the res-sel:—Length of deck, two hundred and forty feet six inches; breadth of beam, thirty-two feet six inches nine inches. She was fitted out with a vertical beam en gine, having one cylinder sixty inches in diameter and a stroke of piston of twelve feet; she was brig rigged built at Omario in 1853, and was owned by Messrs. J Small & Co. She carried no armament. The fellowing

THE ZOUAVE. nboat Zouave is a propeller of one hundred and seventy tens burthen. She was purchased by the gov. ernment, and was refastened, retimbered, a new upper deck placed on her, and new boilers supplied. Her armament consisted of the following guns:—On the main deck, tweive-pounder Wiard rifled guns. On the upper deck she carried one swivel twelve-pounder rifled Wiard gun, The following is a detailed description of the vessel her breadth, twenty-seven feet; depth, eight feet. She had one vertical direct acting engine, having two of piston of twenty inches. She was built in 1861, and York. She had accommodations for about 350 troops and had on board one of the wings of the Twenty-fifth Massachusetts regiment. The following is a list of her

be on the two vessels, the New York and Zouave:-
TWENTY-PIFTH MASSACHUSETTS VOLUNTERS Field and Staff.
Colonel Edwin Upton.
Lieutenant Colonel Augustus B. R. Sprago
Major M. J. McCafferty.
Adjumnt Elijah A. Harkness.
Quartermaster
SurgeonJ. Marcus Rice.
Assistant Surgeon Theron Temple.
Chaplain
Sergeant Major
Quartermaster Sergeant Edward A. Brown.
Commissary Sergeant Elbridge G. Watkins.
Hospital Steward Samuel Flage.
Drum Major J. H. Sampson.
Band Master Wm. F. Gilmore.
Line Officert.

Co. Captains.

A—Josiah Pickett, F. Goodwin.
B—Willard Clark, Wm. Emery.
C.—C. G. Attwood, James Tucker.
D.—A. H. Foster.
E.—Thomas O'Niel, Wm. Daly.
E.—Thomas O'Niel, Wm. Daly.
E.—C. H. Foss.
G.—Louis Wageley, Henry M. Richter.
H.—Orson Moulton, D. M. Woodward.
H.—V. P./Parkhurst, James E. Smith.
K.—J. W. Denny.

Sam'l Harrington, James M. Drennan. SERICH OF THE OFFICERS.

Colonel Upton, the commander of this regiment, has

been connected with the military of his native State for thirty years, and lately held the position of Colonel o was at one time a member of the Massachusetts Legisla ture, and has been a resident of Fitchburg, where h held several civil positions, and was a most prominent and highly respectable citizen. At the breaking out of the war he resigned a position in the Boston Custom House to raise the regiment which he now commands.

Lieut. Col. Sprague is about thirty-four years of age, and has been for some time past a merchant in the city of Worcester. He was connected with the military some

seventeen years, holding rank successively from First Lieutenant to Brigade Inspector under General Leonard, who is now Colonel of the Thirteenth Massachusetts Volunteers. When the President issued his proclamation Worcester City Guard, and, with his command, served in the three months campaign, during the greater portion of

served in the three months campaign. He had been previously connected with the military, and is an efficient

Adjutant Harkness is a native and resident of Worres ter county, Mass., from which the regiment was principally organized. He was connected with the military, and served in the three months campaign as lieutenant of Lientenant Colonel Sprague's company, a position he resigned to join the volunteers Previous to the war he was connected with one of the most prominent business

Of the line officers, Captains' Pickett, Moulton, O'Neil and Wageley, and several of the lieutenants, were also members of Lieutenant Colone! Sp. ague's company, and K.-D. M. Suprell. Dilver Burke. Alfred S. Dic.

other companies of the same battalion, in the three

The report of the Adjutant General of the State thus lescribes the regiment:—The Twenty-fifth is essentially a Worcester county regiment. It was recruited at Camp Lincoln, and left Worcester for Annapolis October 31. The officers are, with scarcely an exception, gentlemes who have held high rank, and been active in our volun teer militia. Lieutenant Colonel Sprague commanded a company in the Rifle Battalion under Major Devens dur. ing the three months term. Colonel Upton is a well-informed and capable officer.

The Louisiana was a large side-wheel steamer of elever andred tons burthen. She belonged to Baltimore where she was owned by the Baltimore and Norfolk Com pany. She was built in 1854, was supplied with a vertiam engine, with a cylinder sixty inches in diam and a stroke of eleven feet. She rated A2, and her dimen five feet; breadth, thirty-five feet; depth, twelve fee She was one of the transports chartered by government, and had on board the Sixth New Hampshire regiment. She was among the vessels that reported at Fortress Mon-roe on the 11th of January; but owing to some cause she did not sail at the time the expedition left Fortress Mon roe, but was delayed until the night of the 12th instant-We stated before that she was burned to prevent her rom falling into the hands of the rebeis. All on board

The following are the officers of the troops supposed to SIXTH NEW HAMPSHIRE VOLUNTEERS

Field and Staff.	
Colonel Nelson Converse.	
Lieutenant Colonei Simon G. Griffin.	
Major	
Adjutant	
Quartermaster Alonzo Nute.	
Surgeon	
Assistant Surgeon Sherman Cooper.	
Commissary	
Chaplain Robert Stinson.	
Sergeant Major Timothy K. Ames.	
Quartermaster Sergeant Albert M. Kimball.	
Commissary Sergeant John H. Varney.	
Hospital Steward James H. Noyes.	
Line Officers.	
Co. Captains. First Lieutenants. Second Lieu	eric m
A-Joseph Clark O. H. P. Craig. T. P. Chenev	
B-Sami P Adams A. J Roberts S G Goody	

This regiment was organized in Cheshire county, and

ington, whence it was ordered to join General Burnside's division at Annapolis, which place it reached on the even ing of the 7th inst.

N. H., and is now about fifty-two years of age. He is as experienced officer, and has been connected with the every position from private to major general of the Third division. In civil life he has been quite a prominent citizen, and has held various political positions

ers, which formed a company of the Second New Hamp shire, and fought at Bull's run. He is a native of New

Hampshire and about thirty-four years of age.

Major Charles Scott has been connected with the militia of New Hampshire since his boyhood, and recently resigned the position of adjutant in the Twenty-second

The Eastern Queen was a propeller of seven hundred and fifty tons burthen, and was chartered by the govern Kennebec river, and between Boston and Bath. She car fifty-five inches. Her dimensions were as follows:-Length, two hundred and twenty-five feet; breadth o beam, thirty feet; depth of hold, twelve feet. She had ample accommodation for six hundred troops, and it is supposed had on board at the time of the storm the greater part of the Fourth Connecticut regiment. The ollowing is a list of her officers :--

Captain—Jason Collins.
First Officer—Theodore Cobb.
Second Officer—Peter Walbridge.
Chief Engineer—Wealey Collins.
First Assistant Engineer—Libeus S. Davis.
Second Assistant Engineer—George F. Ayre.
Pilot—Theodore Cobb. The following are the officers of the troops supposed t have been on board the Eastern Queen:-FOURTH REGIMENT CONNECTICUT VOLUNTRERS.

Second Assistant Surgeon William Soule.			Soule.
ı	Chaplain		ward A. Walker.
8		Edward	
١		ergeunt Frank	
١		cant Edward	
١	Commissary cert	Line Officers.	r. Ancu.
۱	Ca. Captains.	First Lieutemants.	Second Lieutenants
	A	Wm. G. Fitch.	Charles M. Robins.
ı	B-E S Kellogg	Thon, Gilbert.	George Ager.
l	C-R. S. Burbank.		
ı	D	Geo. B. Cook.	Thomas I. Mills.
ı	E-Oscar A. Dennie	Theo. S. Rock wood	
ı	F	Edwin C. Dow.	George M. Harmon
١	G-R. G. Williams.		Edgar C. Beman.
ı	H-Cyrus C. Clark.		Paniel R. Hubbard
ı	7 6 W treations	Affred P Oppober	Demond to Min

the command of this regiment in the place of Levi Wood-house, of Hartford. Colonel Tyler is an officer of the reular army, and a native of New York. He entered the Military Academy as a cadet in the year 1849, and graduated in July, 1853, at which time he entered the arm; as Brevet Second Lieutenant of the Second artillery having been appointed from the State of Connecticut. H

was transferred to the Third artillery, and made a full Se. cond Lieutenant in the month of December of the same year. In September, 1856, he was promoted to a first lieu-tenancy, and was stationed in the far West. He was disington Territory during the month of September, 1858. In the army lists of 1859, 1860 and 1861 he stood No. 15 in the list of First Lieutenants of Third artillery as to date of commission. The rebellion, however, gave him a slight upward movement, for in the list of September, 1861, we find his name the ninth on the same list. On the 17th of May, 1861, he was transferred to the Quarter master's Department, with the rank of Captain, from which position he was selected to take comma

Lieutenant Colonel Nelson L. White is a native of Dan oury, Connecticut, and has occupied that position since the first organization of the regiment, which is the first of the three years volunteers which started for the capital from that State. His former services we are at pre-sent unable to record for want of ready data, but hope to

Major Leverett G. Hemingway is a native of Hartford, nd an old member of the New Haven Greys. When th regiment was organized be was chosen the Captain of Company A; and when Major Birge was promoted to the closelcy of the Thirteenth regiment of Connecticut Vo anteers, he received the choice of his regiment for the home, and was also one of the most efficient engineers of the fire department. Those who were acquainted with him state that they believe him to be well fitted for the position of a field officer.

THE VOLTIGEUR. three tops burthen. She was built in 1858, at Kennebunk and was formerly engaged in the grain freighting busi-ness between New York and the West Indies. She was purchased by the covernment for a transport, and had room for about four hundred troops on board. Her dinensions were:--Length, one hundred and fourteen feet She had on board one swivel gun to protect herself. The ollowing are her officers:-

Captain-W. M. Blye. First Officer-George A. B'ye. Second Officer-S. S. Hands.

THE GRAPESHOT. were attached to the expedition. She was supposed to be very stoutly built, and had been also strengthened before ing made ready to leave. She carried two guns on deck and had a crew of about twenty men to man them. The Grapeshot was under the charge of Second Mate N. B

The News of the Burnside Expedition

TRENTON, Jan. 28, 1862. The news of the loss of Colonel Allen and Surgeon Weller, of the New Jersey Ninth regiment, created a pro-found sensation in the Legislature. The melancholly event was announced in both houses, and out of respect to the memory of the dead both houses adjourned.

The Rebel Defences at Roznoke Island. Washington, Jan. 28, 1862.

The news from General Burnside, received to-day, was not unexpected. Indeed, it is not so bad as was feared

information is received here from private sources, that the rebels still fear that General Burnside intends to at tified Roanoke Island, by establishing an entrenched camp in the centre, and have erected five forts around the island. Should it be the purpose of General Burnside to attack Norfolk from the direction of Pamlico Sound he will first be obliged to take Roanoke Island.

THE MISSISSIPPI EXPEDITION.

The Reported Capture of Jeff. Thompson. A special despatch dated Cairo, Jan. 28, says that rumors are rife that the expedition which left Bird's Point on Saturday had a fight with Jeff. Thompson, and that the guerrilla chieftain is now a prisoner.

It is also reported that three Tennessee regiments have

been intercepted on their march to Sykeston. NEWS FROM MISSOURI.

SEVEN BRIDGEBURNERS SENTENCED TO BE SHOT.

Sr. Louis, Jan. 28, 1862. ssion assembled at Palmyra for the trial of the bridgeburners has found seven persons guilty and sentenced them to be shot. The sentence has been approved by Major General Halleck, and they will he executed at a time and place hereafter to be desig-

nated.

A gentleman who reached this city yesterday from
Palmyra reports Long Bridge, on the Hannibal and St.
Joseph Railroad, burned by the rebels on Saturday night.
The bridge had just been completed.

COLONEL DEITZLER'S RETALIATION FOR THE SHOOTING OF HIS TROOPS BY BUSH.

The following general order will at once explain the plan by which Colonel Deitzler, of the First Kansas Vofunteers, intends to retaliste upon the rebols for any

guerrilla atrocities upon his soldiers:—

GENERAL ORDERS—NO. 1.

Some cowardly rebels fired into my rear guard, between lavis and Little Tabbo creeks, on the 7th inst., mortally wounding a sergeaut. This is a favorite mode of warfare in Missouri. The nensis, in small parties, select a position behind trees, (cuces, &c., fire upon the Union troops as they pass, and then run. As the individuals who commit these murders make good their escape in almost every instance, humanity and justice require that the crimes committed by them should be retained upon their aiders and abetters, who are less bold, but equally guilty. I have therefore ordered to be arrested a large number of wealthy and influential secessionists who give aid and countenance to Price's army. They will be held responsible for the good behavior of their miserable hirelings. The assassination of one man of my commund, in the manner above indicated, will be followed by the shooting or hanging of at least five of these wealthy rebels. We would be gualt to meet any number of Confederate troops in a fair fight; but this infernal bushwhacking shall not be practiced on the men of my command, without enforcing the severest penalties of the law of military retailation.

GEO. W. DEITZLER, Colonel First Kansas Volunteers.

MEWS FROM KENTUCKY.

THE REBEL GENERAL CRITTENDEN RE-PORETD WOUNDED. LOUISVILE, Jan. 27, 1862.

General McCook arrived this evening from Munfords A rumor, which is generally discredited, prevailed here to-day that the rebel General George B. Crittenden was wounded at the Logan Crossroads fight.

NEWS FROM FORTRESS MONROF.

The Peneacols left this afternoon for Key West, Pensa. cola and Ship Island. She will report to the Commodore of the fleet in the Gulf of Mexico.

The Baltimore boat brought down this morning the

econd and Fourth batteries from Wisconsin. They will remain at Fortress Monroe for the present. The Marquis de la Montaignac, Admiral of the French steam frigste Pomone, returned from his trip to Charles-ton yesterday, and proceeds North to-night, on his way

A fise of truce was sent out this afternoon to meet the ebel steamer Selden, and brought back the following re

essed prisoners:-Adjutant C. L. Pierson, Twentieth Massachusetts. Pr. Wm. P. Fletcher, Sixth Indiana.

Leutenant Wm. Booth, Second Wisconsin.

Lie tepant C. M. Hooper, First California.

PROCEEDINGS OF CONGRESS.

The Financial Measures of the Government.

Speech of Mr. Spaulding on the Condition of the National Treasury.

The Interest on the Government Debt to be Paid in Coin.

The Cost of the Rebellion of the South.

RETRENCHMENT IN THE EXPENDITURES.

Proposed Reduction of the Pay of Soldiers and Sailors.

A Bankrupt Bill Introduced in the House,

&c., THIRTY-SEVENTH CONGRESS

Senate.

RESTORATION OF THE WAREHOUSING STRIME.

Mr. HARRIS, (rep.) of N. Y., presented the petition of a arge number of New York merchants in favor of restor-

ing the warehousing system. Several petitions were presented in favor of employing OPPOSITION TO THE ABOLITIONISTS

Mr. Saussury, (opp.) of Del., presented a petition of citizens of Illinois asking Congress not to abolish slavery in the District of Columbia, and asking for the expulsion of members who sympathize with such an act. The petition also prays that the title of General, con

ferred by law, may be taken away from John C. Free and that his frauds in the Western Department be ex Mr. Savishury said that he had some hesitancy in pre

Mr. Savienchy said that he had some hesitancy in presenting the petition; but he understood that it was within the rules in regard to petitions.

CULTIVATION OF LANDS IN FOUR CAROLINA.

Mr. FOSIER, (rep.) of Conn., offered a resolution that the Secretary of the Treasury inform the Senate what, if any, further legislation is necessary to enable the Executive Department to take charge of the cotton and other lands of South Carolina now in possession of the government, and to place the same under cultivation; also if any further legislation is necessary to provide for the "blacks" in those localities and to furnish them with proper employment. Adopted.

RETRINCHEST IN THE KYPNDITURE—REDUCTION OF THE PAY OF SOLDIERS AND SALDES.

Mr. WHISON, (rep.) of Mass., introduced a bill to define the pay and empluments of certain officers of the army. Referred.

Mr. Wilsox, (rep.) of Mass., introduced a bill to denne the pay and emoluments of certain officers of the army. Referred.

The bill reduces the expenses of the army about fifteen millions of dollars per annum. Section nine alone reduces them to the amount of seven and a half millions. Annexed is the bill complete.—

A BILL TO DEFINE THE PAY AND ROLALIZE THE EMOLUMENTS OF CERTAIN OFFICERS OF THE ARMY AND FOR OTHER PURPOSSE. Be it enacted by the Senute and House of Representatives of the United States of America in Congress assembled.

That officers of the army having brevet commissions shall not be entitled to any increase of pay or emoluments because of the exercise of command according to their brevet rank.

SEC. 2.—And be if further conted. That officers of the army entitied to forage for horses shall not be allowed to communication, which was not shall not be allowed to communication, unless such servants and horses shall have been regularly musiceed and innote guarants shall be entitled to draw forage in kind for four horse, regarding shall be entitled to draw forage in kind for four horse, rigadier generals for three horses, colonels, leutenant colonels, Majors, caprains and leutenants of cavalry and artillery for two horses each, and chapitains for one horse.

SEC. 4—And be if further conted. That whenever an officer of the army shall employ a soldier as his servant he shall for each and every month during which said soldier shall be so employed, deduct from his own monthly pay the full amount padd to or expended by the government per month on account of said soldier; and every officer of the army who shall fail to make such deduction shall, on conviction before a general court martial, be cashiered.

SEC. 5—And le if jurther ented, That the first section of the set approved Angust 6, 1801, increasing the pay of privates in the United States service, shall not be so construed, after the passace of this act, as to increase the emoluments of the commission of the same commission of the same Account as to re

the set approved August 6, 1801, increase the emoluments of the commissioned olivers of the army. Section—of this act of the commissioned olivers of the army. Section—of the act of July 22, 1861, chapter? shall be so construed as to presented commissione olivers of the act of July 22, 1861, chapter? shall be so construed as to presented commissione search to same compensation as to regimental commission; seguents the same compensation as to regimental commission; seguents the same compensation as to regimental commission; seguents of the same compensation and the approved July 22, 1861, as authorized each regiment of volunteers in the United States service to have twenty-four nussicians for a band and fixes their compensation and that of the leader of the band shall be mustered out of the service within thirty days after the passage of this act.

Sec. 7.—And be it instruer conciled, That in then of the present rate of mileage allowed to officers of the army when travelling on public duty, where transportation in kind is not furnished to them by the government, not more than all centre of mileage allowed to officers of the army when travelling on public duty, where transportation in kind is not furnished to them by the government, not more than all centre of mileage allowed to officers of the army when travelling on public duty, where transportation in kind is not furnished to them by the government, not more than all centre of mileage allowed to him.

Sec. 9.—And be it further conciled, That during the continuance of the present rebellion there shall be deducted from a station easier of the present rebellion there shall be deducted from all the continuance of the present rebellion there shall be deducted from the compensation of all persons employed, in the military, naval and civil service of the United States, ten per cent of the smooth of the present rebellion there shall be deducted from the continuance, who shall service the same compensation of the performance the special copy of the character of capatity

Mr. Senner, (rep.) of Mass., introduced a bill to pro-ride for the revision and consolidation of the statutes of

Mr. Senner, (rep.) of Mass., introduced a bill to previde for the revision and consolidation of the statutes of the United States. Referred.

The following is the bill—

A SILL TO PROVIDE FOR THE SAVISION AND CONSOLIDATION OF THE WATCHS OF THE UNITED STATES.

Be it enocked by the Source and House of Representations of the United States in Security of the United States in the President of the United States is hereby authorized, by and with the advice and consent of the Security of the United States in the States is hereby authorized, by and with the advice and consent of the Security of the States is hereby authorized, by and with the advice and consent of the Security of the States is hereby authorized, by and each of the United States in forward the present session in the Security of the United States in forward the present session as any general and permanent in their nature. In performing this duty the commissioners shall bring together all acts and parts of acts which, from similarity of subject, ought to be abrought together, and shall primage the same under title, articles and sections, or other suitable divisions and subdivision notes, briefly and clearly expressive of the matter contained in each section or smallest subdivision, appear

nx head notes, briefly and clearly explassive of the contained in each section or similars subdivision, side notes so drawn as to be a guide to the contents list, refer to the original axis from which saot as compiled, and to the decisions of the federal tribun planatory or expounding the same, and close the with an index for easy reference to every portion statutes as registed.